

CAR CRAFT

TECHNOLOGY

MAY 1957
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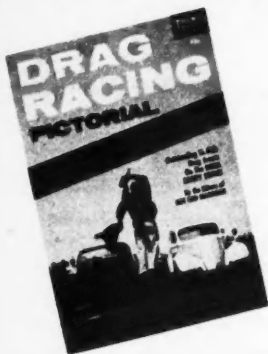
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COVER

Much custom activity can be found on this month's cover. Paul Labrache radically restyled Pontiac (top) will offer numerous innovations to the many Chieftain tribe members while Jerry Sahagon's club coupe will sufficiently wet the appetite of the stovebolt clan.

— Anecdote by D'Olive and Rickman

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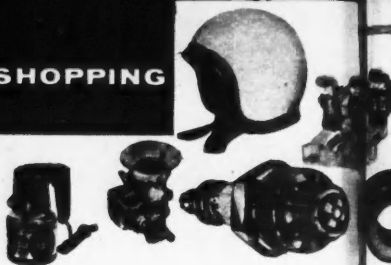
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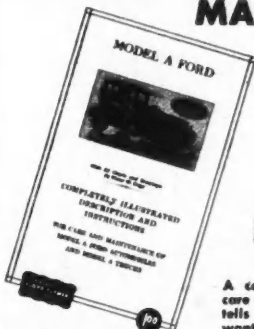
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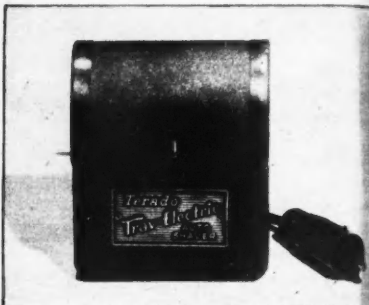
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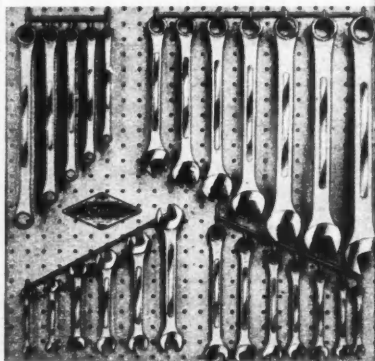
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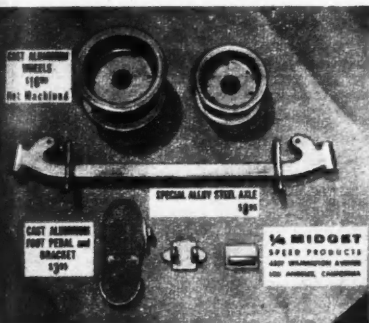
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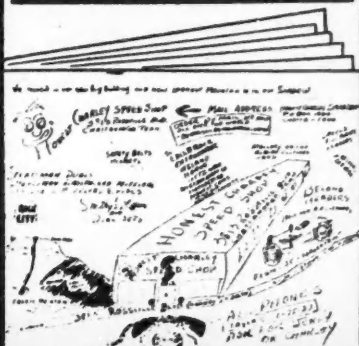


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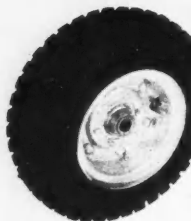
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LETTERS

ONE MAN'S OPINION

Dear Sir:

What's this stuff about 1/4 Midgets in the December issue? These "cars" are for kids from 8 to 12 years old. I'm pretty sure that there aren't many 8 year olds reading your magazine. In the future let's keep this stuff out of your otherwise good magazine.

On the other hand, I really enjoyed "Nobody Swindles McSpindle". I would like to see more of these but not so often that it would "kill" it.

How about featuring a Chev V8 engine swap into '49-'51 Fords?

— Jim Cogelow,

St. Louis Park, Minn.

And there you see the kind of letter we like to receive — constructive criticism, telling us what's liked and disliked, and with a suggestion for an article that would be welcomed in the future. Letters like this are what makes it possible for the Car Craft staff to cater to the majority of readers — if you agree with Jim Cogelow, let us know. Carl Kohler humor and 1/4 midget features are the hot topics right now — let's have your opinion.

AND ANOTHER...

Dear Sir:

I've been reading your magazine for several years now and have given up buying other publications.

I have only one gripe! Every issue I pick up seems to be full of nonsense about 1/4 Midgets. These "midgets" have no place in a magazine like yours. If you want to print stuff like that, why not publish another magazine for midget enthusiasts?

— Bob Salkin,

San Fernando, California

So how about that? — Ed.

HE LIKES 'EM

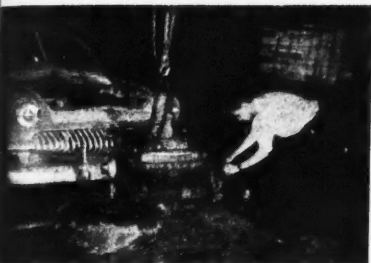
Dear Sir:

I've read the excellent articles on Quarter Midgets in recent issues of your magazine. Since racing is a hobby of mine, being a driver and former secretary of the United Auto Racing Association, I have put some of my thoughts on Quarter Midget Racing on paper, hoping they might be helpful in furthering the progress of this interesting sport.

A limited number of copies of suggestions for organizing a QMR club are available from me to interested groups. There is no charge, but requests should be signed by at least ten members of the interested group. Address requests to:

— John Meyers,
7759 S. Crandon Ave.
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And there's the other side of the coin.—Ed.



PONTIAC PRAISE

Dear Sir:

We have a few hustling machines up here in Pontiac, Michigan—the land of the “anti-hot rodders”. The picture shows the owner of our hottest local Merc flathead getting his hands dirty working on the Buick OHV going in my customized '49 Ford—should be in and running by the time you receive this, but that's a crime for a flathead man isn't it? I'm using a Cadillac stick-shift box with an adaptor of my own design—if any of your readers want one for Cad box to Buick, Pontiac, or Olds, have 'em write me for prices.

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— Jack Morris,
Pontiac, Michigan

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— Johnny Sooz,
Visalia, California

It's like too piercing, man.—Ed.

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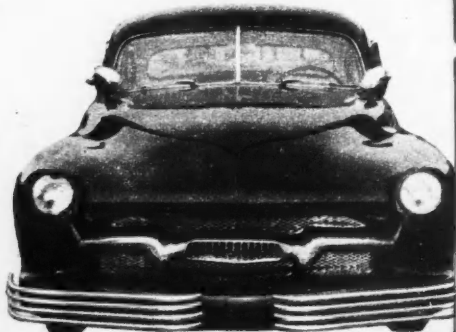
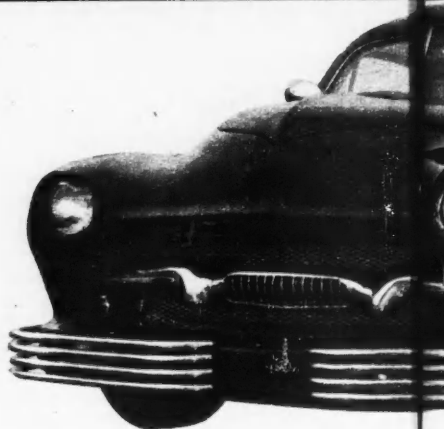


THOSE MARVELOUS MERCS

ABOVE • Sonny Morris with the only car he's ever owned—the result of three years of intensive restyling. Mirage Blue in color, the unconventional exterior is matched by the blue and white Naugahyde interior done by San Leandro, Calif.'s Seat Cover Co.

CENTER • Ground-bugging look is no illusion, stems from 6" lowering blocks in the rear, removal of 1½ coils from front springs. Morris did his own engine swap; installed a '52 Olds V8 with Hydramatic. Appleton spotlights give a visual "chop" to the top from this angle.

RIGHT • Bailon's Custom Shop modified original Merc grille cavity beyond recognition; substituted '56 Plymouth bar, backed with expanded metal. Hood was filleted into body, resectioned for new opening incorporating interesting scoops for a truly different look.





Bumpers, both front and back, are quadruple round-rod, terminate in '49 Ford guards flanking the license plate in the rear. '56 Buick lenses are used in horizontal position for new twist.

OWNER

Sonny Morris

MODEL

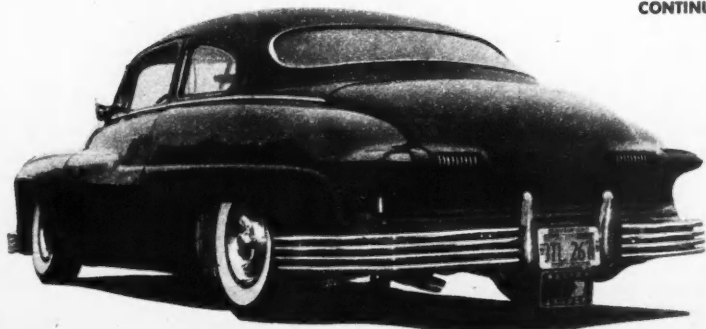
'50 Mercury

cs 49-50-51



Headlights are deeply tunneled in heart-shaped opening. Fender extensions french into solid pan backing round-rod bumper.

CONTINUED



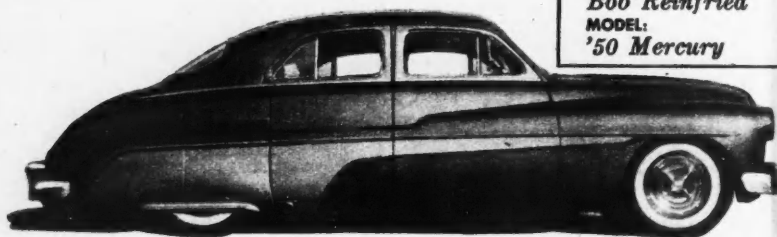


An 11" section was taken from the '55 Chrysler bar used as a grille. Frenched headlights were built-up around '54 Merc ring. Rounded hood corners contrast smooth look against lower,

BELOW • Side view shows off two-tone maroon and gold finish to best advantage. Colors are divided by '55 DeSoto side trim. Eleven gallons of lacquer were required to complete the job.

continued

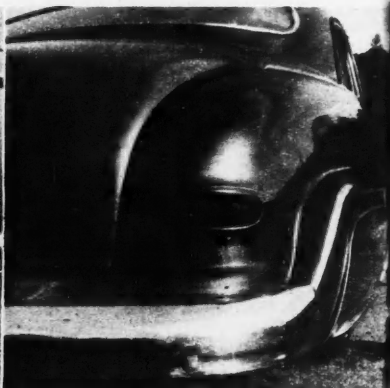
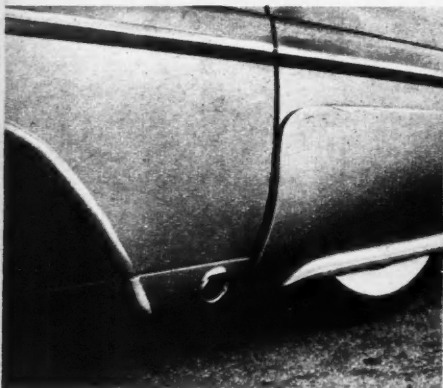
THOSE MARVELOUS MERCS



OWNER:
Bob Reinfried
MODEL:
'50 Mercury

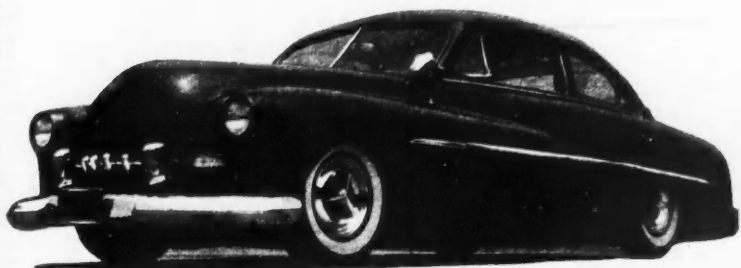
Buick porthole trim garnishes the side exhaust outlet. Note the deeply flared skirts.

Round rod fillets taillights lenses into the body contours. Reflector was removed.



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Lower by 8" than it started out, Sauer's Merc shows that the best things in life are simple — note the subtle change of line that is gained by shortening the front trim strip.

49-50-51

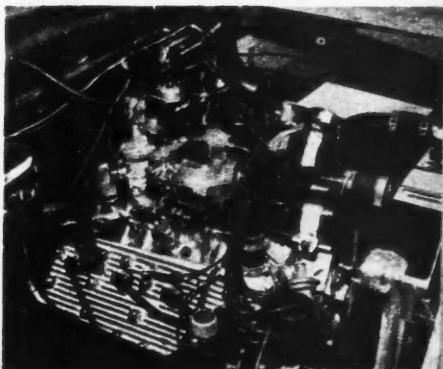
Photos by Bob D'Olive

OWNER:
Philip Sauers
MODEL:
'51 Mercury

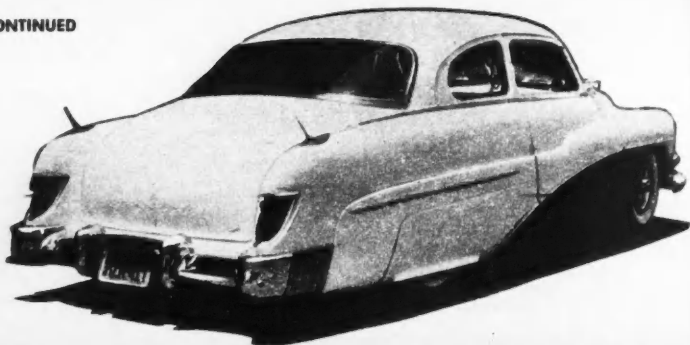
'53 Merc engine's complement of speed goodies includes Weiland heads and manifold, with big-bore Carter four-throat.

Narrowed '55 DeSoto grille is a natural for these Mercs. Headlights are mildly tunnelled using standard '51 Merc ring.

Filled-in fenders accent the bumper-guard taillights, hewn from a solid block of red plastic. Note the thru-tip pipe outlets.



CONTINUED

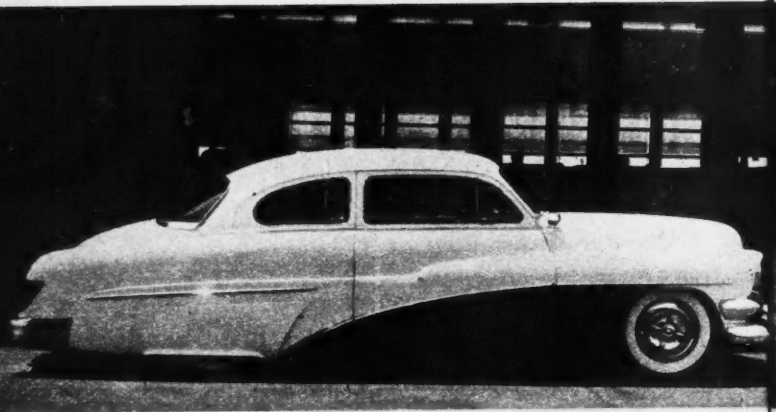
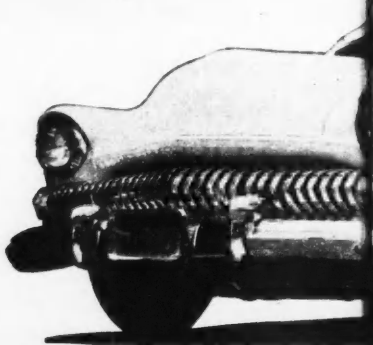


THOSE MARVELOUS MERCS

ABOVE • '55 Lincoln taillight lenses installed in an inverted position blend well with the stock body contours of the '51.

RIGHT • One of the modifications on this car can be duplicated by any Merc owner at home — adding more bars to the grills.

BELOW • Buick trim spear separates white and gold two-tone enamel paint job. Note a hint of a trim strip over the skirt.

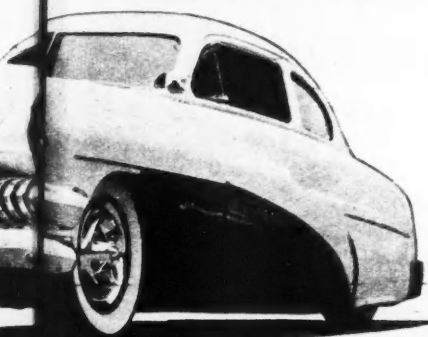


RIGHT • "X-tension Brow" was used to bring headlight appearance up to date. '49 bumper guards give better balance.

Photos by Bob Hardee



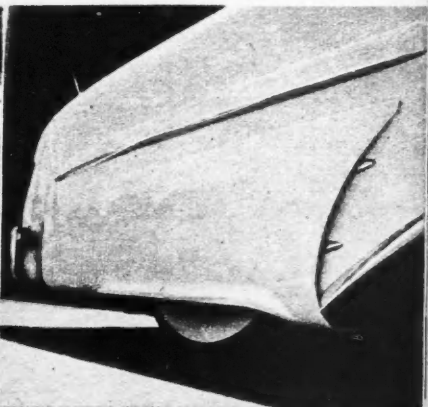
es 49-50-51



OWNER:
Picho Portillo
MODEL:
'51 Mercury

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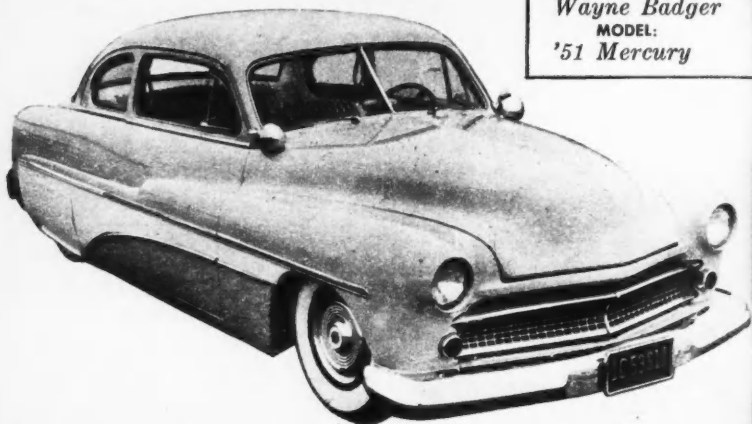
BELOW • Scooped, flared, toothbed, spear-ed—these skirts have the full treatment. Note extreme lowness from "C" framing.



THOSE MARVELOUS MERCS

continued

OWNER:
Wayne Badger
MODEL:
'51 Mercury



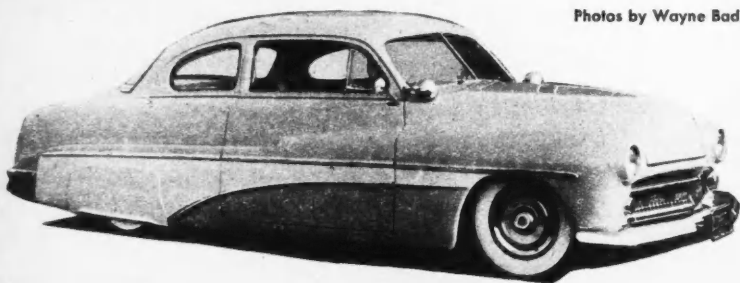
ABOVE • '55 Ford grille and '50 Chev parking lights are different features. Chrome mesh is used for park light lens.

LEFT • Cut-down '54 Merc taillight lenses substitute for the stock items. The fine-line pin striping is done in a subtle white.

BELOW • Side trim is composite of '50 Ford and '55 Buick, separating Beryl Green from off-white contrasting enamel color.



Photos by Wayne Badger



es 49-50-51

OWNER: *Hank Bisetti*
MODEL: *'49 Merc*

BELOW, LEFT • '49 Buick taillights fair into stock fender line. Thru-tip exhausts are from '52 Cad, frenched into bumper.

BELOW • Unique front bumper treatment imitates grille design; affect achieved with chrome-molly tubing bent to shape, plated.



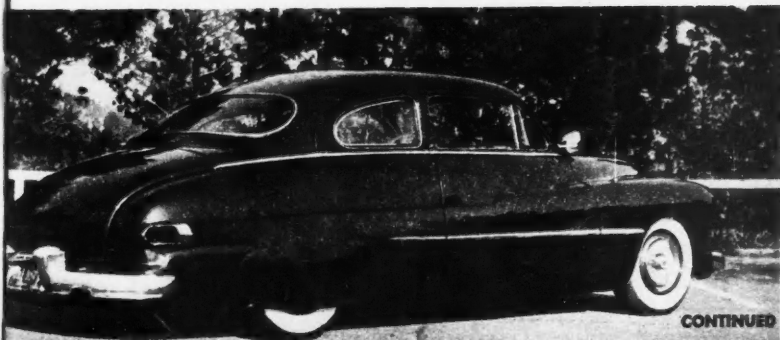
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BELOW • Grille was hand formed from flat stock, slotted for truly different look.

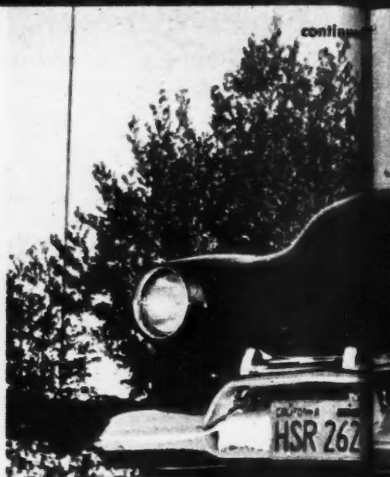
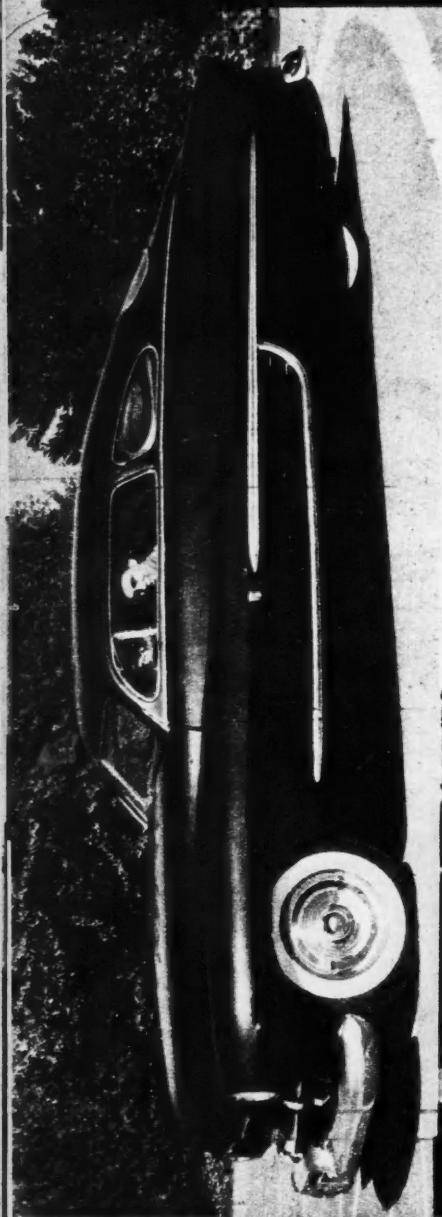


BELOW • Extreme lowness was obtained thru a combination of lowering blocks, coil cutting and "A" framing. Finish is Moon-glow Copper lacquer, a brilliant brown.



CONTINUED

THOSE MARVELOUS MERCS 4



LEFT • Full custom all the way, Alcorn's AB Merc is also Full Race, housing a $\frac{3}{8}$ inch $\frac{3}{8}$ 296 cubic inch flathead under hood.



Grille is narrowed '32 Olds. '35 Pontiac bumper guard, rounded hood smooth lines.

cs 49-50-51

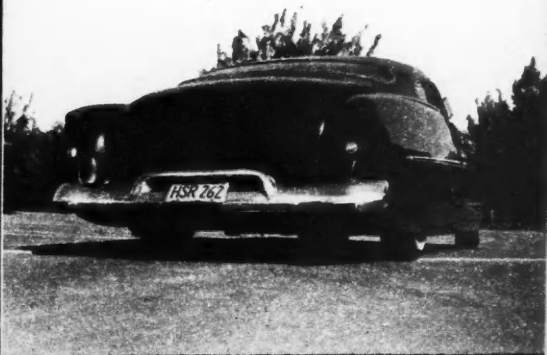
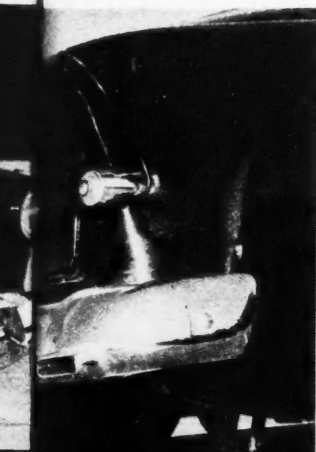
OWNER: *Buddy Alcorn*

MODEL: '50 Mercury



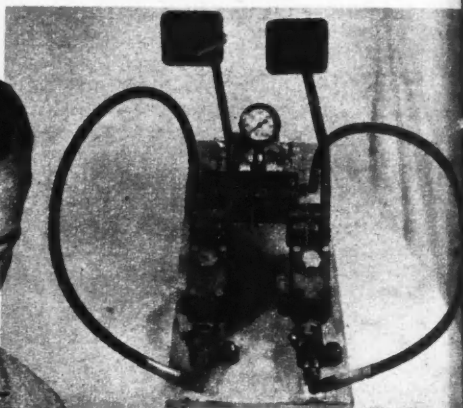
ABOVE • Chopped at an angle, the top is 4" lower in front, 7½" less than stock in ¾ to the rear. Hub caps are chromed Olds with custom spinners added. Side trim is com-
bination; Top strip from '55 Chev, curved member from '55 Dodge wraps around scoop.

Photos by Al Palocz



RIGHT • '55 Plymouth taillights gleam redly from Deep Purple lacquered body. Thru-exhausts and Pontiac guard modify appearance of '52 Ford rear bumper beyond recognition.

POWER TO STOP



**new inexpensive
unit promises
power brakes
for everyone**

Photos by Colin Creitz

By DON FRANCISCO

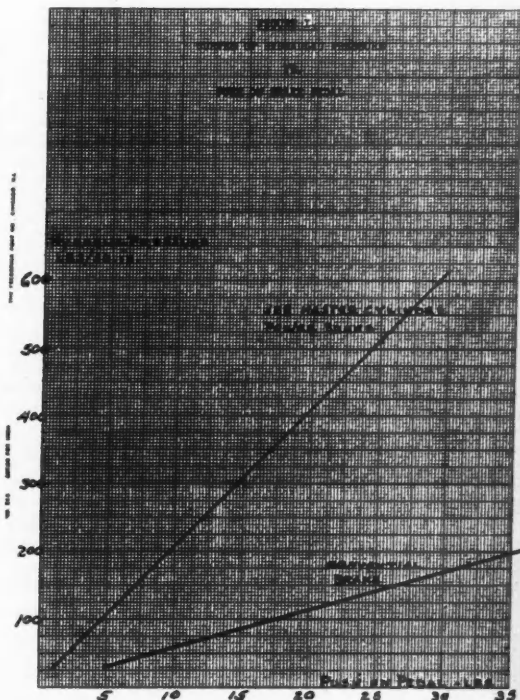
DURING THE LAST two or three years power brakes have become one of the more popular options on new cars. The reason for this is that many makes of cars have become so large and heavy that it is a problem to stop them at normal cruising speeds without some sort of assist on the brake pedal to lighten the pressure that must be exerted by the driver. And even on some of the lighter cars power brakes are nice because they make driving easier, especially in traffic. In a light car power brakes are not absolutely necessary as far as stopping ability is concerned because even with a conventional master cylinder pedal pressure is seldom too high for comfort; however, they offer other advantages, such as making it possible to use harder brake lining and still have light pedal pressure, and making it easier to drive with "left-foot" braking in cars equipped with automatic transmissions.

The stock brake lining installed on most new cars is usually of a soft type to reduce the pedal pressure required to stop the car. This is good as far as driving comfort is concerned but such a lining has a short life in comparison to those that are of harder and more durable composition. With a conventional brake system that does not have a power assist of some kind hard lining can raise the pedal pressure so high that the normal person cannot com-

CONTINUED

ABOVE, LEFT: Test rig used for comparisons between stock master cylinders, both with and without the JEB booster unit, allows direct checks on new device's effectiveness. Readings obtained are graphically illustrated on chart at right.

RIGHT: Upper line on chart shows pressure generated in hydraulic system for given amount of pedal pressure, listed along bottom. Lower line shows lesser pressure obtained with same pedal pressure using unmodified standard master cylinder.

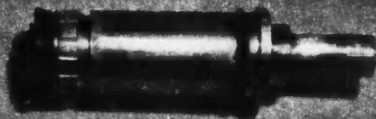


POWER TO STOP

continued

RIGHT: JEB booster unit replaces stock master cylinder innards. Installation should be made without dismantling.

FAR RIGHT: Disassembled, JEB unit shows simplicity of piston within piston principle explained in accompanying text.



fortably exert sufficient pressure to stop the car, but with a power booster it is possible to take advantage of the longer life of hard lining and still have reasonable pedal pressure.

Left-foot braking has its pros and cons but it is the easiest way of getting a car through traffic. With the left foot on the brake and the right foot on the throttle one can go or stop at will with a minimum of foot movement. There is no "off and on" movement of the right foot from the throttle to the brake while the left foot remains stationary.

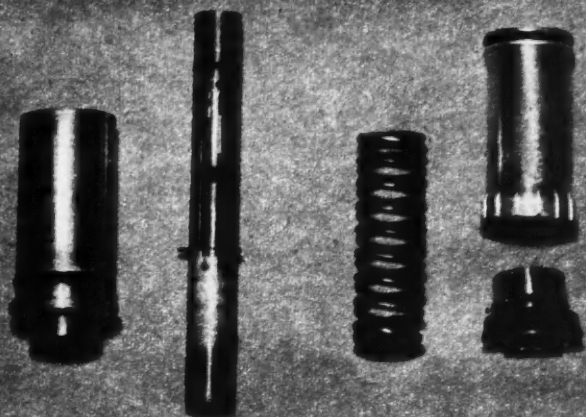
Conventional power brakes that come as standard or optional equipment on passenger cars are of the "vacuum assist" type. The vacuum created in the intake manifold of the engine is metered to one side of a piston by movement of the brake pedal and then atmospheric pressure acts on the other side of the piston to actuate the master cylinder and apply the brakes. This is a good system in that the vacuum is free — the braking system does not require any of the horsepower developed by the engine, such as is required by many of the other power accessories now used on automobiles. However, vacuum assisted brakes have the disadvantage of losing some of their boost at high altitudes, and losing all their boost when the engine isn't running. It is seldom that brakes are needed when the engine isn't running but if they are it takes a good man to apply those that have a vacuum booster.

Power brake kits consisting of vacuum assist units and the necessary fittings and pieces to install them on a car are available now for

most new cars and many of the older ones but they are priced rather high and present more or less complicated installation procedure. If the fellow who owns the car can install one of these units himself he must pay someone to do the job and this adds considerably to the overall cost, and cost is usually the governing factor on a project of this type.

Another type of power brake that has been available for a long time now for use primarily on trucks but which can be adapted to many old and new passenger cars is one that does not require any vacuum to help apply the brakes. This unit operates entirely on hydraulic principles to give greater than normal pressures in the brake lines with a minimum of effort on the brake pedal. However, to install this unit on a car it is necessary to replace the stock master cylinder with a special cylinder. This usually involves considerable work in the form of adapting the brake lines and pedal linkage to the new cylinder. Another thing against these special cylinders is their price. They cost slightly more than the average fellow wants to pay; consequently they aren't too popular.

But things are looking up for the fellow who would like power brakes on his car but who is operating on a limited budget. Now there is a power brake conversion unit on the market that eliminates most of the undesirable features of the other available types and makes it easy for anyone to enjoy the advantages of power brakes with minimum expense and installation difficulties. This conversion unit



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brakes. It is a new type of piston that replaces
the stock piston and cup assembly in the car's
master cylinder. The entire mechanism of the
JEB unit goes in the stock master cylinder;
there are no vacuum connections or other out-
side plumbing to be installed or changed.

The JEB unit operates on the "piston-within-a-piston" principle. This is not by any means a new principle but the JEB adaption applies a different. To understand the way this principle functions it is necessary to know something about hydraulic leverage and how it is used to apply the brakes of a car.

In its simplest form, the hydraulic brake system of the average car operates something like this: A master cylinder, which contains a movable piston actuated by the brake pedal in the car, is connected by means of suitable tubing to other cylinders mounted on the back-axle plates that support the brake assemblies for each of the wheels. Each of the wheel cylinders has a pair of pistons that are linked to the brake shoes in such a manner that each piston can exert pressure on one end of one of the shoes and force the shoe against its brake drum to help stop the drum from turning and, in turn, stop the wheel and the car. The master cylinder, the wheel cylinders, and the lines that connect them contain a special fluid that is used to transmit force created in the master cylinder to the pistons in the wheel cylinders. This force is created

by moving the piston in the master cylinder, by means of the brake pedal, to reduce the volume of the cylinder, and, consequently, the volume of the entire brake system. This action automatically raises the pressure of the fluid in the system. The reason for this is that, for all practical purposes, liquids are not compressible; therefore, any pressure exerted on the fluid by the master cylinder piston is transmitted to all parts of the brake system.

The larger the diameter of the master cylinder piston, the greater will be the pressure in the brake system for a given distance of piston movement; however, as the piston becomes larger, the pressure that must be exerted on the brake pedal to move the piston in the cylinder also becomes greater. As the diameter of the piston becomes greater, the pedal movement required for a given pressure in the cylinder becomes shorter. Trying to obtain a combination of piston diameter and pedal travel that will give adequate pressures in the brake systems to stop the car and still allow moderate pedal pressure with minimum pedal travel is the big problem when one is trying to design a master cylinder.

The piston-within-a-piston arrangement is the most logical step toward adequate brake pressure with low pedal pressure without any outside assistance to move the pedal. The reason such a system works so well is that nearly all of the fluid that must be displaced in the brake system to apply the brakes can be moved by exerting a comparatively low pressure on the master cylinder piston. This

CONTINUED

POWER TO STOP

continued

fluid must be displaced to move the brake shoes far enough to take up the clearance between their friction surfaces and the brake drums. It is only after this fluid has been moved that a high pressure can or must be created in the cylinder. The amount of fluid that must be moved to build-up the high pressure is very small but to create the pressure with a conventional master cylinder it is necessary to exert a high pressure on the pedal.

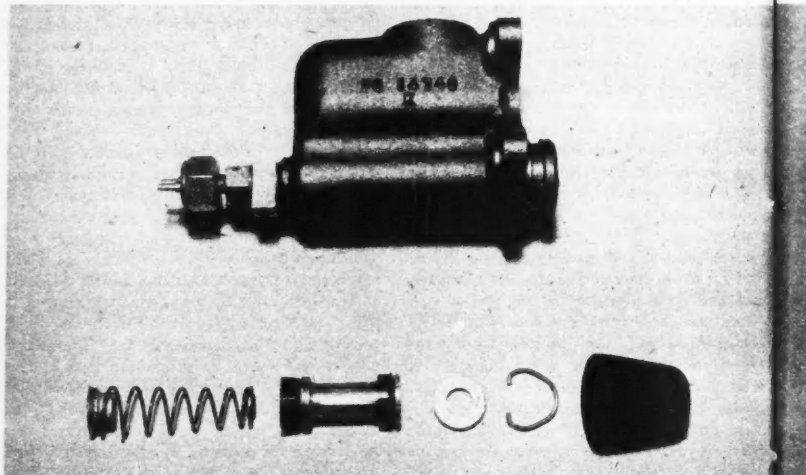
With a piston-within-a-piston arrangement, the large quantity of fluid which must be displaced before the high pressure is needed is moved by a piston of large diameter that requires a minimum of pedal movement. Then, the necessary pressure to force the shoes tightly enough against the drums to stop the wheels from turning is created by a smaller piston, in the center of the large piston, that is moved easily against the pressure in the cylinder because it is small in diameter and therefore displaces only a small quantity of fluid. The small piston comes into action automatically when there is a pressure of approximately 110 pounds per square inch in the cylinder and then it boosts the pressure to

whatever value is necessary to stop the wheels. A pressure of 200 to 400 pounds in the system is said to be enough to stop an average car at ordinary speeds. The actual ratio of pressure boost provided by JEB units varies between three and four to one, depending on the unit, for which the specific unit is designed.

By coming into action after all the leverage has been taken out of the brake shoes and the linkage, the small piston must move only a small quantity of fluid to raise the pressure in the system high enough to stop the wheels. But with any gain in leverage that is realized from decreasing the diameter of a hydraulic piston or lengthening the lever that moves it there must be a compensating increase in the distance through which the end of the lever moves; however, by using the small piston only to raise the pressure after all lash has been taken out of the brake members, the increase in pedal movement is kept at a minimum well within practical limits. If the small piston were used to move all the fluid that must be moved to take the lash out of the brake members as well as create the pressure to stop the wheels, the length of pedal movement would not be practical.

Total brake pedal movement required by an average JEB unit in a car with correctly adjusted brakes is approximately 1 3/4 inches over and above the normal free pedal clearance. Approximately 1-inch of this movement

Stock components of master cylinder consist of (left to right): Plug, spring, piston, plug washer, clip, and cup. Replacement with JEB unit is quick and easy for any mechanic.



used to move the large piston and the re-
sulting 3/8-inch to move the small piston.
In any case, if the shoes aren't adjusted correctly
they will take more than 1-inch of pedal move-
ment to move them out to the drums; how-
ever, it doesn't take more than 3/8-inch of
movement to move the high-pressure piston,
regardless of shoe adjustment.

The Short brake pedal movement is important
for safe driving. If the pedal movement is too
long it takes too much time to apply the
brakes in an emergency. The answer to this
problem is to keep the shoes adjusted as
they should be and have an actuating mecha-
nism that builds up pressure in the brake
system with a minimum of pedal movement
and pressure. The extra time that it might
take to apply the brakes if the pedal move-
ment were too long might make the difference
between stopping and not stopping.

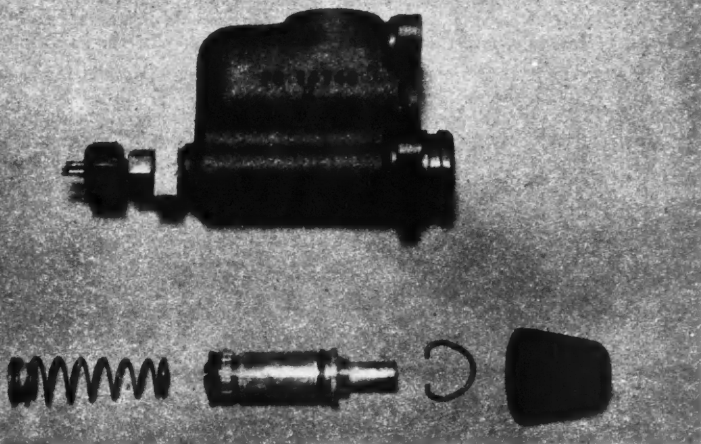
The JEB units consists of aluminum and
steel parts throughout and all the seals used in
with the exception of the large piston cup,
the "O" rings of natural rubber. Seals of the
rubber type have the ability to seal under high
hydraulic pressures and they become popular
for applications of this type as a result of their
use by the aircraft industry. Natural rubber
seals must be used for the seals and cups used in
conventional hydraulic brake systems because it
is not affected by the fluid used in the systems.

Other types of rubber swell or disintegrate
when they are immersed in fluid of this type.

The JEB power brake unit has a safety
factor equal to that of a stock piston and cup
assembly. In the event of failure of the seal
on the small piston, which isn't likely because
of the design of the unit and the material used
in it but still not absolutely impossible, clear-
ance in the internal mechanism of the unit is
taken up with a fraction of an inch of pedal
movement and the unit automatically reverts
to stock leverage. In the event of failure of
the low pressure cup, the unit would fail in
exactly the same manner as a stock unit under
the same circumstances.

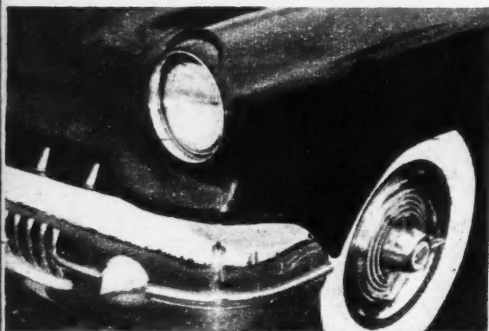
JEB power brake units sell for \$12.95, plus
\$1.00 for a special actuating rod, and they
come completely assembled, ready for instal-
lation in your master cylinder. However, a
fellow who doesn't understand how the brake
system of his car functions shouldn't try to
install the unit by himself. The brake system
must be bled of air after the unit has been
installed, and although this is the same pro-
cedure that must be gone through after any
work has been done on a master cylinder, a
fellow must know what he is doing or he may
goof and louse up his brakes. But the simplic-
ity of the installation makes it a quick job for
an experienced brake man, making it an inex-
pensive installation in most cars.

Replacement of components shown in photo at left with JEB unit results in changed
line-up: Plug, spring, JEB unit, clip, and cup. Washer is discarded completely.





Special brand of grille consists of two '54 Buick Bumpers and bullets, round rod center bars and seven '53 Merc teeth installed in the upper grille's cavity.



'54 Merc headlight rims were employed to french headlights. Note the scoops that are frenched to the topsides of fenders.

The sharp appearance of Jerry's '51 coupe is a fine example of Satan's Angels' stock trade. Club specializes in beautiful custom



Ballon mixture of "Candy Apple" paint enhances cleverly disguised Chev. '56 DeSoto taillights are found in rear fenders, capped and tunneled slightly. Bumper emanates from '53 Olds. Side trim remains stock. Body of car is lowered some six inches both fore and aft. Car is a steady show winner in the Northern California area meet

COVER

SAHAGON'S

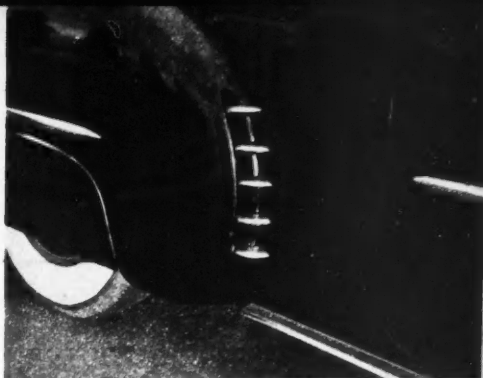


Photos by Bob D'Olivio

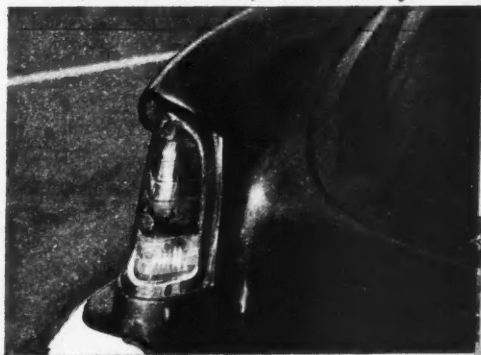
EICAR

N'STAR CHEV

—from star-studded
ranks of the Satan's
Angels comes this
Bailon-built show
performer



*Small scoops were bewn into leading edge
of rear fenders. Small diameter round rod
was employed to french scoop's opening.
The five trim teeth are from '53 Mercury.*



com
back
tom



Jerry worked hand in hand with Bailon's Custom Shop of Hayward, California, on
metal work. Five months were needed to finish the car. Custom work totaled \$500.

ENGINE SWAP:

Cadillac V8 for '53-'57 Studebaker



SIMPLE STUDILLAC

By Bob Pendergast

INTRODUCTION OF THE Studebaker V8 engine was followed very shortly by the hot rodders' discovery that the new "little" V8 engine not only looked a lot like the Cadillac V8, but also was very similar in weight. Since the Stude displaced a mere 232 cubic inches, and developed but 120 horses, the substitution of a Caddie became very attractive. The Cad, by contrast, developed 160 horses and displaced 331 cubic inches at that time. The potential all-around performance increase offered by this swap was obvious—in fact, one New York firm offered a "package deal" for a while, where you could buy a brand new Stude coupe from them equipped with an equally fresh Cadillac V8 engine installed.

Since Stude's introduction of their "slip-

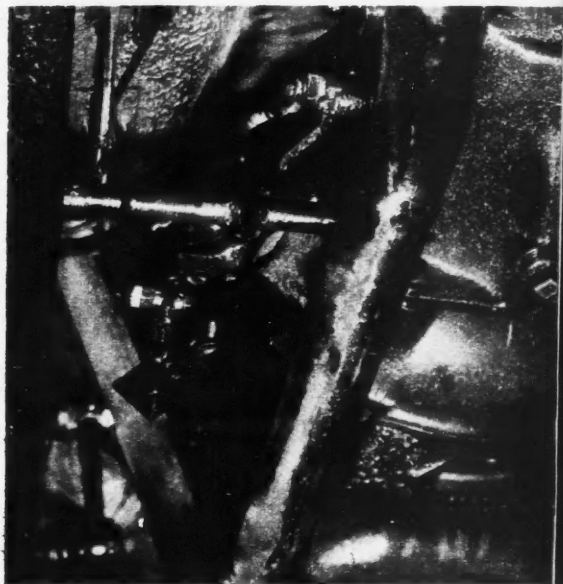
pery" body style in '53, many different methods of installing Cad engines in these cars have been tried, using a wide variety of transmission types. The version presented on the following three pages is the simplest, easiest, and least expensive way of getting a Cadillac engine into a Studebaker we've encountered to date. The swap was accomplished by the owner of the car, Don Purviance of Venice, California, in his spare time using a minimum of tools and operating within a budget of \$325 for the entire job—including the purchase of the Cadillac engine.

Tools and special services required for the installation are revealed in the captions and their need crops-up in the step-by-step photo sequence that follows. Let's go!



Trial fitting of Cad engine
In Stude compartment showed stock supports would work if shortened and re-drilled. Hacksaw may sub for torch here; drill may be rented. '36 Ford mount pads used, with stock Cad brackets. Chain hoist is a must; may be rented, or war-surplus 1/2-ton bomb hoist may be purchased reasonably. All welding may be done at once after parts are measured and cut to fit.

Photos by Eric Rickman



Cragar bell housing adaptor connects Cad to '49-'51 Ford column-shift transmission. Cad clutch is used with 11"

Chrysler disc, after 3/8" is cut off forward part of hub. This last can be done by any garage having a small lathe. Clutch fork and throwout bearing are '52 Ford. 3" extension is bolted to throwout arm to align it with altered bell crank, which must be bent to new position for use with Cad.

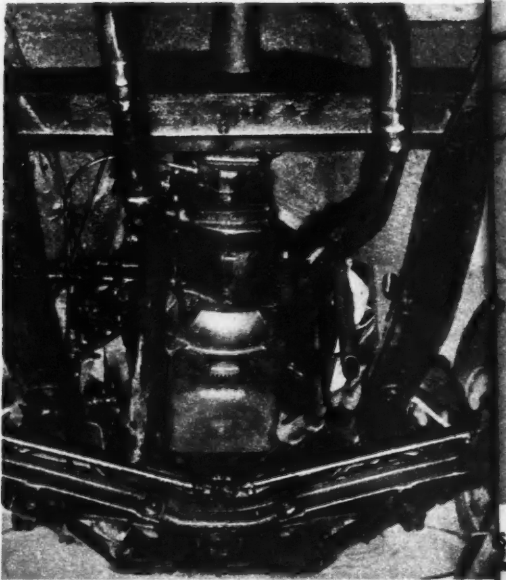
CONTINUED



ENGINE SWAP:

continued

Transmission shifting linkage need not be altered, and Studebaker clutch bell crank shaft is attached to Cad bell housing by simply relocating original support—but steering linkage causes interference with left exhaust manifold. Answer is to have headers installed, splitting left side into one pipe for front two ports; additional special outlet for rear one. Any good muffler shop can handle this.

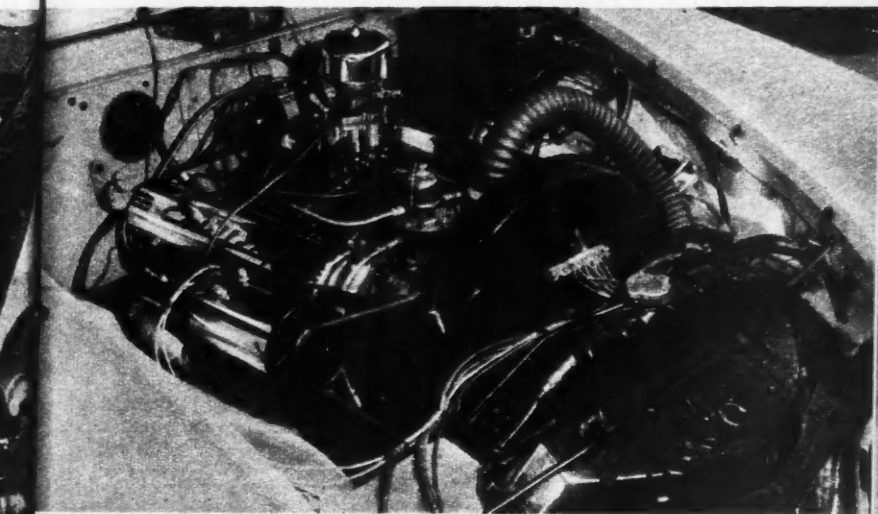
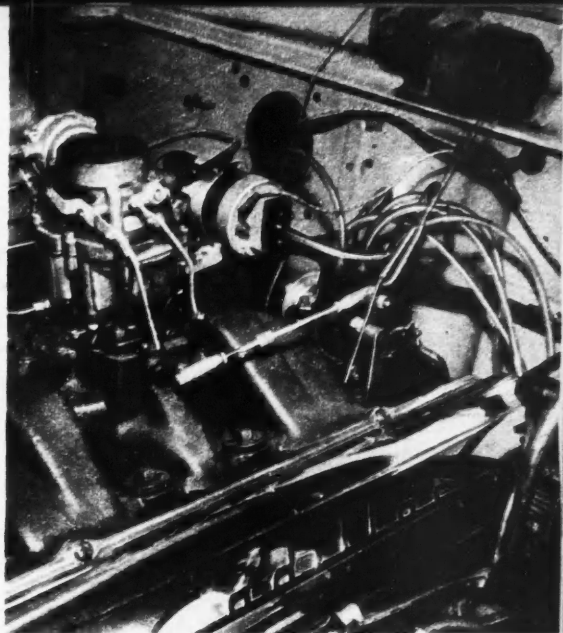


Ford trans uses stock rear mount, bolted onto special rear cross-member made of $1\frac{3}{4}$ " by 4" channel iron, $\frac{1}{4}$ " thick. This can be measured, cut to fit, installed, drilled for the trans mount, then the car is towed to the nearest welding shop for permanent attachment. Drive-shaft conversion is simple; Ford slips over Stude with sliding fit after both are cut, then welded-up tight.

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Problem of reversing direction of throttle linkage from Stude, which pulls rod to open throttle, to Cad, which pushes, is simply solved.

Use of Fenton #DLK-149 reverse linkage unit makes short work of knotty problem facing any engine swappers. No electrical system problem is created as Cad engines were 6 volt until '53 — this particular installation used a '49, so no changes were required at all.



Stock radiator may be used by chopping Cad fan to fit Stude shroud. Voit flex hoses make relocated radiator outlets and inlets unnecessary. Traction Masters are recommended as aid to longer life for Stude rear-end if much dragging is to be done.



Jerry Hansen

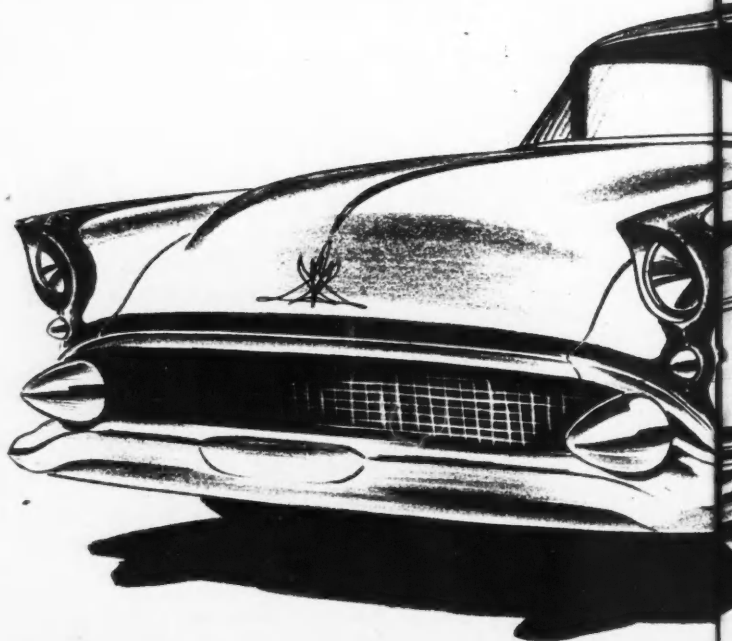


Bob Crowell

JERRY'S CUSTOM SHOP

RESTYLES

THE '54 OLDSMOBILE



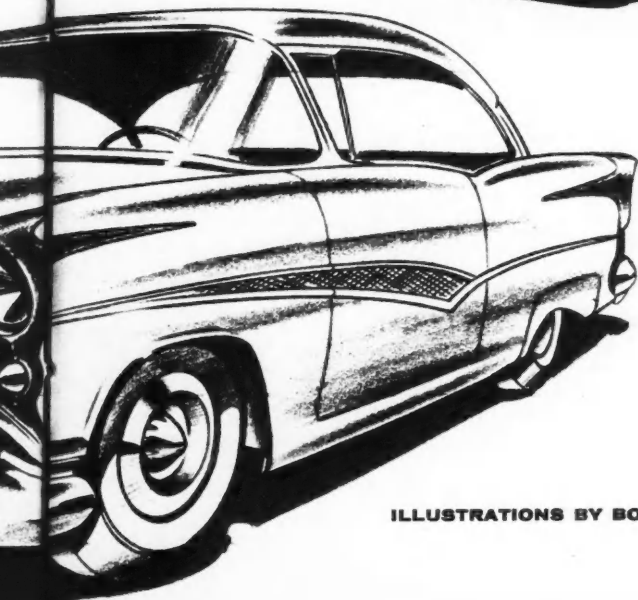


Ray Cook

SOMEWHERE DURING the process of restyling the most popular models that yearly are adopted by the nation's young custom-car fraternity we somehow slipped-up and completely omitted the '54 Oldsmobile. With assistance from Jerry's Custom Shop of Pacific Beach, California, we plan to remedy the oversight right now. Jerry's talents for customizing speak for themselves when viewing the cleverly disguised Olds hardtop found here and on the next page.

BODY MODIFICATIONS

Body modifications, like on many semi-customs, were kept to a minimum thus allowing



ILLUSTRATIONS BY BOB CADARET

detailed attention to grille, headlights and taillights. First torch work consisted of removing door-handles and converting the latch mechanism over to the widely accepted electrical operated solenoid system. The Oldsmobile's side trim was also discarded and replaced with '57 Ford spears that accentuate the window-dip in the belt line of the body. Augmenting appearance of the trim is a portion of expanded metal screen that is sandwiched between trim spears.

HOOD, GRILLE AND HEADLIGHT MODIFICATIONS

Up front Jerry employed standard trim removal operations to the hood eliminating all traces of trademark lettering and medallions. The grille-cavity was completely gutted to

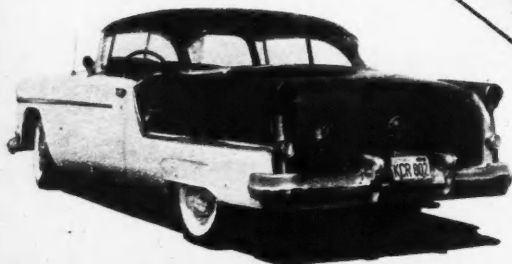
make way for a section of expanded metal that is installed running the full width of the grille's opening. '55 Buick bumper guards give a flashy touch to the corners of the grille. Front bumper remains stock. Frenched and shaded headlight innovation was achieved by using stock Olds rims, then building up shades from sheet metal. Notice that the shade's design completely encircles the headlights lending a neat tunneled effect. A small peak extends from the bottom of the shades and blends into the frenched-in parking lights.

REAR FENDER AND TAILLIGHT MODIFICATIONS

Major surgery took place in the Oldsmobile's taillight department. All stock components were removed and fender tips extended some eight inches with sheet metal accommodating two '55 Oldsmobile taillight lenses. A

'54 OLDS RESTYLE

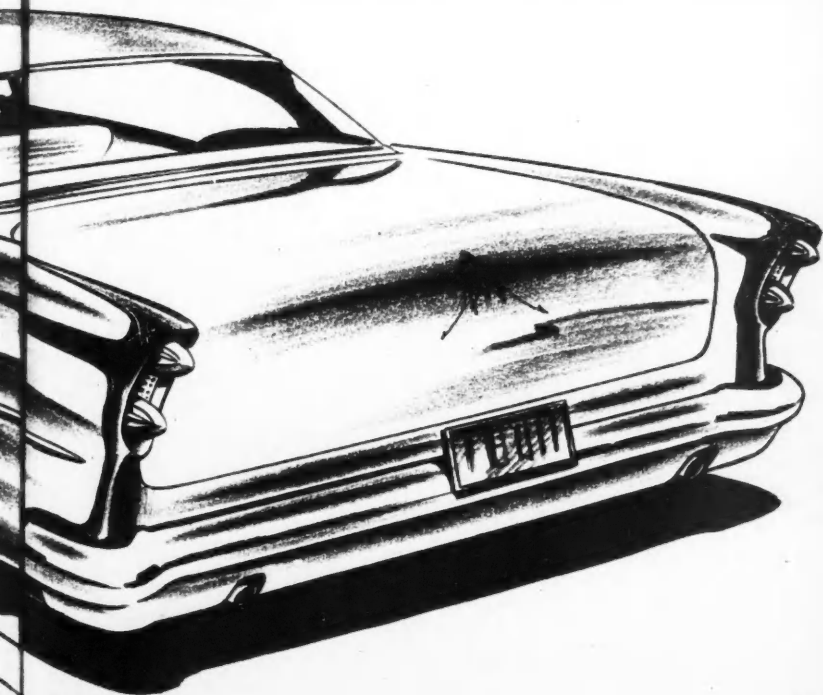
continued



small section of expanded metal screen is placed between the two lenses for a special effect. Exterior deck lid trim has been removed and trunk lid is now actuated by an electrical push-button system. Small cut-out areas were relieved from the lower edge of the bumper allowing the exhaust tips to protrude slightly. Bumper guards were also given the "deep six" achieving the smooth custom look. The low silhouette of the car is largely due to the six inch lowering performed both fore and aft. Accessory trim consists of '55 Oldsmobile rear fender skirts, chopped radio antenna installed in the left front fender and two specially built hub-caps for the front wheels. They are '53 Cadillac wheel covers with '54 Oldsmobile taillight lenses serving as center pieces. Jerry's finishing touch for the hardtop was the scalloped two-tone paint job and contrasting striping.

PARTS AND PRICE LIST

	Labor	Parts
Mold and remove recess in the hood	40.00	—
Mold deck lid and install electrical solenoid push button system	15.00	9.50
French stock headlight rim and build special shades; mold and post from bottom of headlights; mold lower grille extension	115.00	—
Build and install expanded metal grille	14.00	8.00
Mold door handles and install electrical push button system	50.00	18.50
Install side trim and adapt expanded metal pieces ('57 Ford)	55.00	42.50
Lower front and rear of car six inches	135.00	—
French '55 Oldsmobile taillights and extend fenders	50.00	10.00
Adapt '55 Buick bumper guards	25.00	47.00
Adapt '55 Oldsmobile rear fender skirts	18.00	25.00
Build two custom made hubcaps ('53 Cad)	20.00	20.00
Install chopped radio antenna	6.00	8.00
Remove rear back up lights	15.00	—
Two-tone paint job and striping	230.00	—
	790.00	189.50
	189.50	—
TOTAL	\$979.50	



COVER CAR

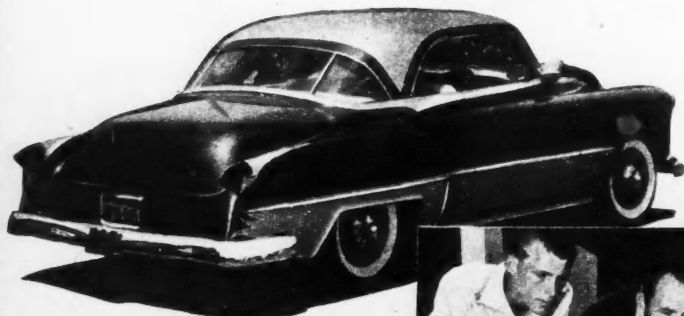
Chieftain owners don war paint for strip, street & show

Photos by Hardee and Rickman



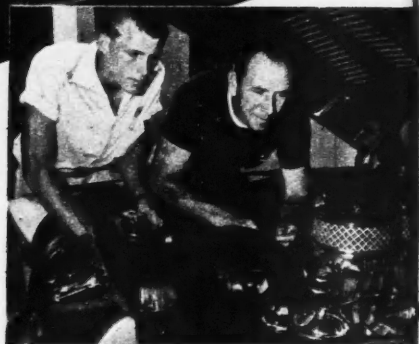
Special mixed finish of purple and platinum make up war paint for Paul Lebrbass' goin' Pontiac warrior. Flames and Von Dutch pin striping accent one-of-a-kind paint job — a Cerny specialty.

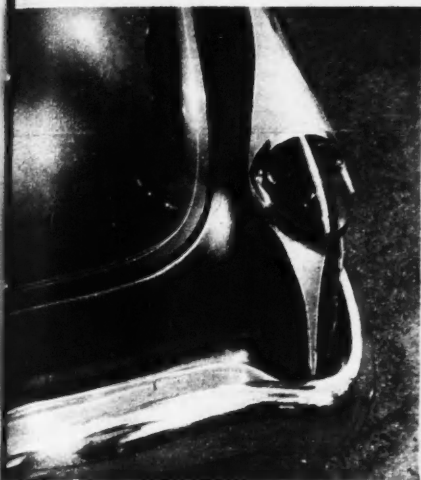
PONTIACS



Rear view of Catalina possesses same wild flavor as that of the front. Car has been lowered a moderate three inches front and rear. Side trim, dividing paint, is stock.

Cerny (right) registers a nostalgic expression as he peers at the beautiful and potent Cad Engine that brought him fame in So. Cal. drag racing. Caddy is now cradled between Pontiac frame rails and is ready for weekend drag strip battles.





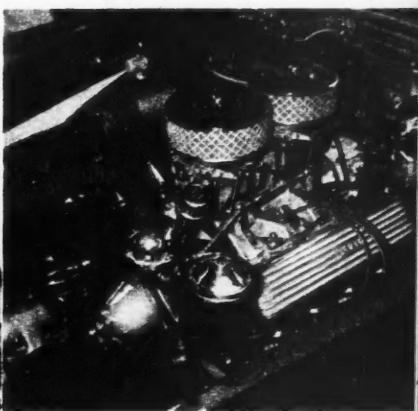
New on the customizing scene is the use of '56 Olds taillight lenses. Lenses are neatly adapted to rear fenders in special cut-out sections matching the lens contour.

Jack's Top Shop is credited for detailed interior. Color combo is pink, grey and white. Power is applied through '37 LaSalle gearbox. Note the competition dashboard.

a pair



Headlight rims are '56 Cad, grille '54 Chev. Hood has been filled with sheet-metal. Chrome strips are from '49 Pont. Cerny's Custom Shop did all metal work.



Big 377 cubic inch Cad powerplant features Thomas magnesium racing pistons and rocker arms, Iskenderian Bigelow cam kit, Grant rings, dual Buick Stromberg carbs, Weiland intake manifold, Spalding Flame-thrower ignitor, Advance exhaust.

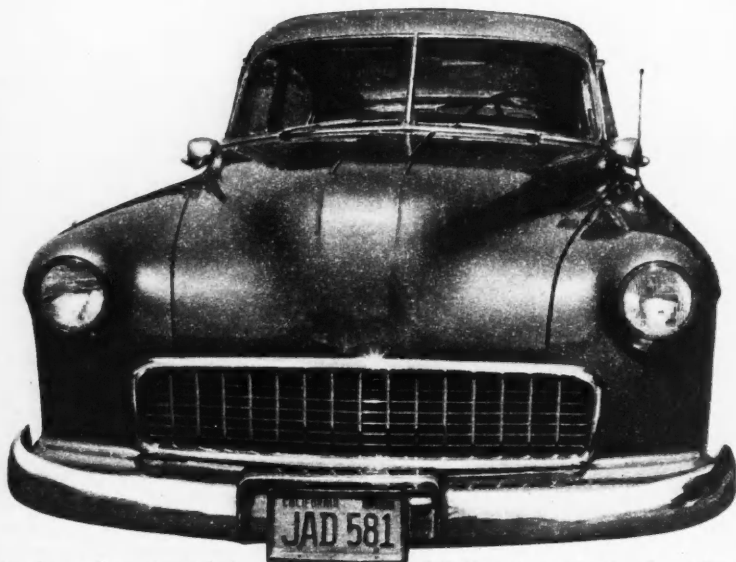
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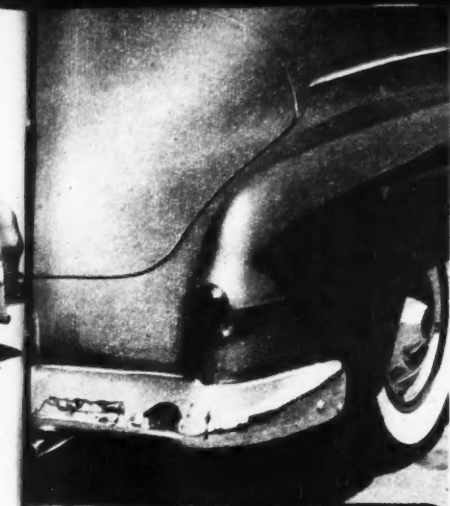
Frank Castro's '49 Pontiac offers us a graphic illustration of what we could expect if we finished the Pontiac off with a slightly more conservative kick as compared to Lebrbass' warrior featured on previous pages.

PONTIACS a pair

continued

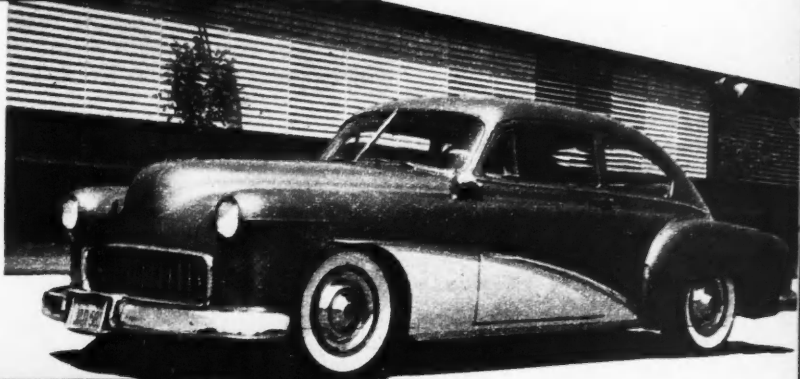


Another styling gimmick for the Pontiac's hood is Castro's route of only nosing the forward portion. Twin peaks are retained but are diminished-off into the hood at the front. Stock chrome trim strips are used along the top to carry peaked motif.

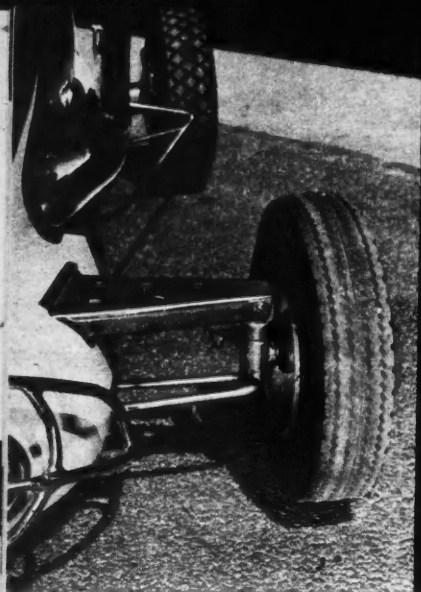


Stock taillight rims were frenched to the fenders; lenses themselves are from '51 model. Note side peaks of taillights and headlights that are built into the fenders.

Stock headlight rims were utilized in frenching lights to the fenders. Side trim separating two-tone paint of Sierra Gold and beige is from a '55 Buick. Body has been lowered approximately five inches.



Grille originates from the popular '55 Chevy. Small scoops are found in the leading ledge of rear fenders employing a pattern of widely-accepted expanded metal for a face-screen. Round rod was used to achieve the rolled edge around the scoops. Robbie Martinez, familiar to many readers of Car Craft, performed all customizing.



QUARTER MIDGET CHASSIS

Springing The Small Sprints

QUARTER MIDGET RACING is just like any other kind in one major respect — everybody wants to win! Going faster so as to win depends on the car just as much as the driver, of course, but since the Q.M. "handlers" are all under twelve years of age, most car-owners are reluctant to turn them loose with an abundance of horsepower—and rightly so. The fact that the car-owner is usually the father of the driver is understandably the reason for this concern. But what's dad to do when junior gets shut-off at the local oval week after week, and begins to think his old man would make a better piano tuner than a speed tuner? That's when something has to give — but before reaching for the illegal nitro can let's take a look at the one thing you can do to a track car that not only makes it get around faster, but also makes it a safer car to drive, in spite of quicker lap-times.

Suspension is the word for the most neglected field of endeavor left open to the Quarter Midget fancier. Correctly set-up, proper suspension can make a slow, unsafe car into a faster car that's far safer for it's youthful chauffeur to drive. Whether conventional design, such as the time-honored transverse leaf spring with beam axle, or a new and radi-

cal independent design sprung with torsion bars, matters not nearly so much as how well the design was carried-out. There's still no substitute for the doing the job right — and the next three pages are here to show you how it's done. The first page of the series depicts the old standby, the beam axle with transverse leaf spring, in just a few of it's many possible variations as available from 1/4 midget equipment manufacturers. You'll note that the top photo shows an axle with no spring at all — a simple center-point pivot allows vertical movement of the front wheels individually, but remains firm when a bump is struck in unison. The remainder of the shots on the opposite page show various spring mounting methods; the conventional double-shackle set-up, and it's track-bred cousin with the spring pin-mounted sans shackle on the inboard side of the course to minimize side-sway. On the two pages following you'll find some of the more ingenious "backyard special" systems that incorporate torsion bars and other unique methods of suspension.

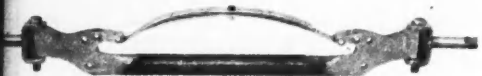
Whether you're a Q.M. fan or not, perusal of the suspension showcase presented here will give you an idea of how a well set-up front end should look — check and see.



Fabricated "I" beam from steel, all welded seams. Available from Wahlborg 1/4 Midgets, 3103 Pacific Coast Highway, Torrance, Calif. Cost: \$16.00 complete; chromed, \$22.50.



Cast aluminum heat treated; tempered steel spring. Available from Speedway 1/4 Midget. 11111 Chandler Boulevard, North Hollywood, California. Cost \$30.00, chromed \$35.00.



Steel tube axle, fabricated steel end sections and tempered steel spring. Available from Mantz 1/4 Midgets, 6359 Florence Avenue, Bell Gardens, Calif. Cost: \$26.00, chromed \$32.00.



Cast aluminum alloy axle, tempered steel spring. Available from Viking-Craft, 356 Juliana Street, Anahiem, California. Cost: \$42.45 complete; with all the components chromed \$47.45.



Cast aluminum alloy axle, tempered steel spring. Available from Ans-Craft, 6422 South Normandies Avenue, Los Angeles, Calif. All Ans-craft axles are sold completely chromed for \$37.00.

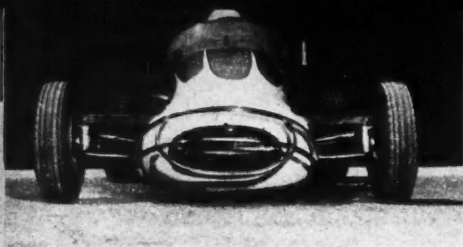


Tubular steel axle, tempered steel spring. Available from Safe 1/4 Midget, 5561 Valley Boulevard, Los Angeles 32, California. Cost: \$37.00; all components chromed \$43.00.



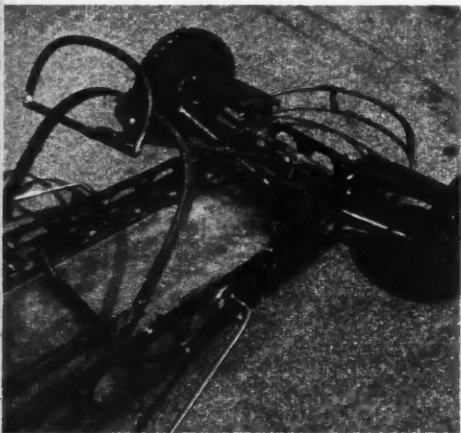
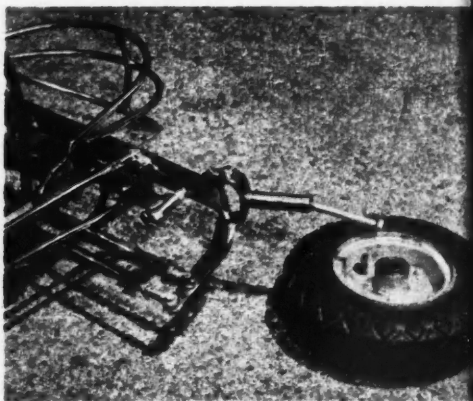
Steel (heavy duty) tube axle, tempered steel spring. Available from California Racers, 4603 Manhattan Beach Boulevard, Lawndale, California. Cost \$29.50; chrome plated \$39.10.

CONTINUED



QUARTER MIDGET CHASSIS continued

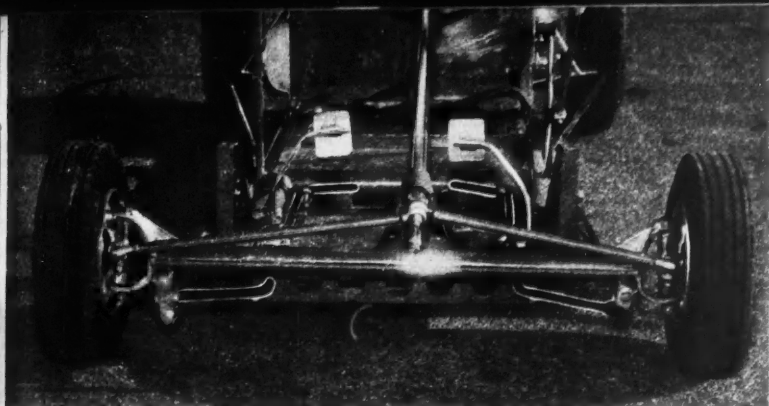
Another variation of transverse suspension is this method of straight tube axle with spring mounted aft. Being that axle is straight this spring location offers needed chassis lowness.



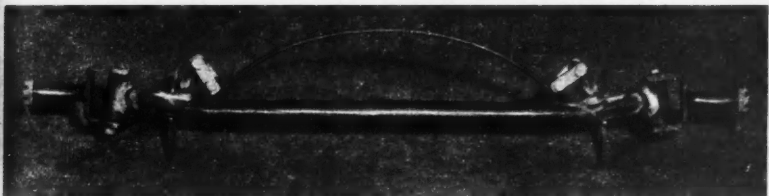
"Lil' Indy" 1/4 midget manufacturers feature front torsion bar suspension system incorporated with independent A-arms.



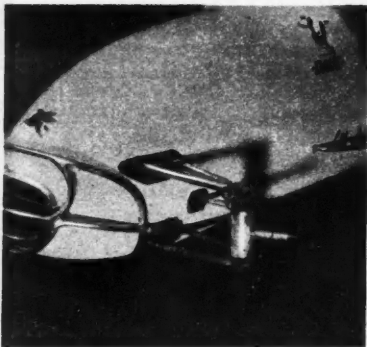
Simplest front end suspension system is this leading quarter-elliptic leaf spring set up. Springs double in function, serve as radius rods as well as the front suspension medium.



The "Kurtis-Kraft" 1/4 midgets feature the longitudinal torsion bars in combination with straight tube axle. Also notice unique steering arrangement in front of the axle.

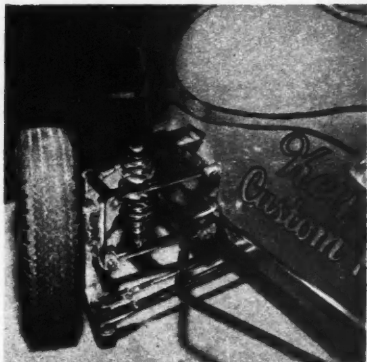


Similar to manufactured beam axle, here's one backyard 1/4 midget fancier's solution; made up from various sizes of tubing and metal iron strap securely welded together.



Similar to coil spring system used on most passenger cars; suspension features bicycle seat spring and small tubular A-frames.

Answer to a lightweight system can be seen here with small diameter tubing used from upper section of A-frame; lower A-arm includes torsion bar actuating lever.



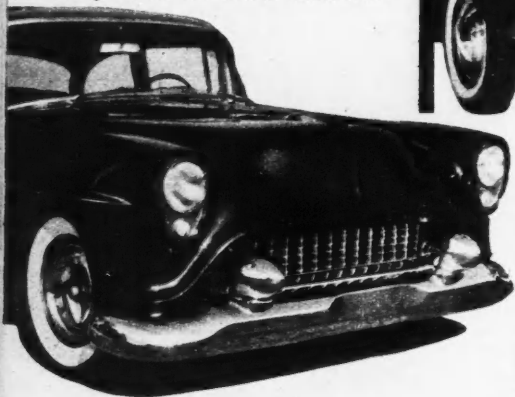
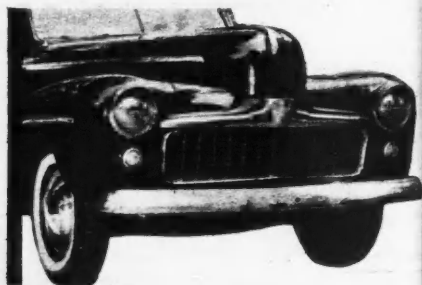
STYLE REPORT:

One of the more specialized installations is this radically restyled '50 Ford which possesses a much modified '55 Chev grille, accompanied by two large '52 Kaiser rear bumper guards.



"Egg-crate" grille styling of '55 Chev proves harmonious to many makes and models

'48 Ford and Chev grille make neat combo. Lip bar of Ford is retained. Work consists mainly of re-paneling at outer edges of the grille work. Since the '48 Model parallels that of all the '42-'48 Fords, this easy combination would work out very nicely on all the models mentioned.

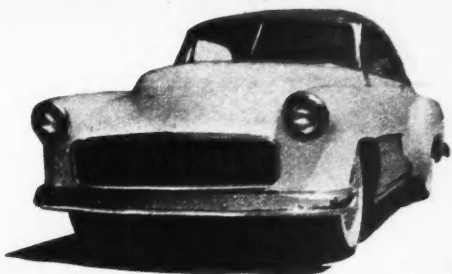


Utilizing the egg-crate pattern for a filler in this Oldsmobile lends a unique appearance to the frontal area. The shortened section was neatly installed in the back of the opening, just to the rear of the large "dagmar" type guards.

RIGHT • Building a special oval grille opening for just the center section of the '55 Chev grille is an accepted practise for many customs. '53-'54 Chev shown here.

from which Chevy
large words.

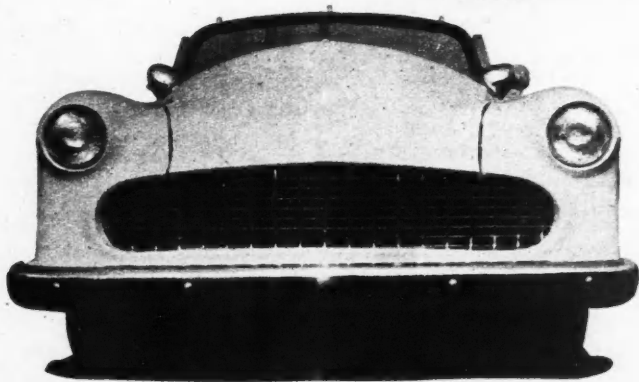
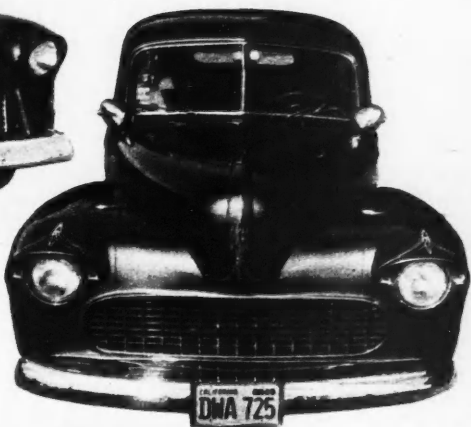
The '49-'52 Chevs really come on with '55 grille appearance. Grille component fills frontal area perfectly and installation requires moderate work. (See Car Craft, July '56 for details.)



A combination of extra paneling accompanies this unusual installation. With grille frame and center panel frenched to body, grille gives special touch.

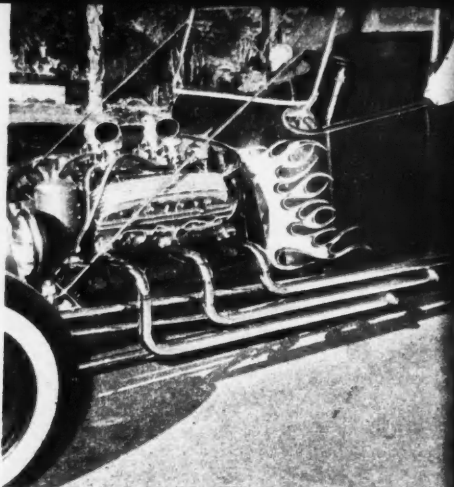


Employing only the checkered section of the grille, and by rounding the corners of the grille opening, this installation has much to offer the '41 to '48 model Fords. Note small round rod used for framing.





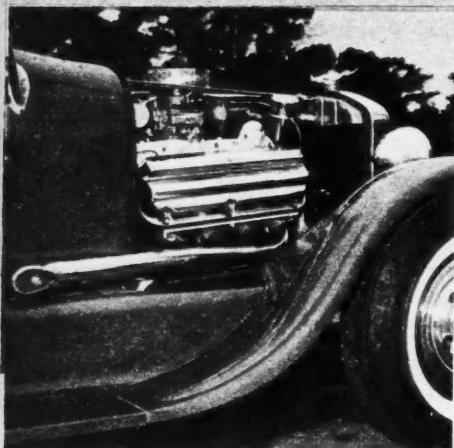
V8 engines having three-port exhaust heads lend themselves well to the tapered collector header with a removable cap.



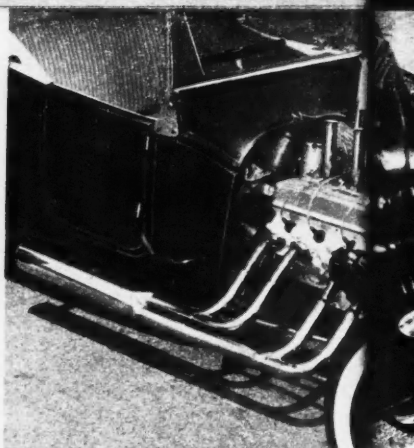
Another method of handling the three-port heads is individual stacks, each capped with a collector for each bank underneath.

GRAB BAG

a right set of stacks for both street and competition demands the utmost care

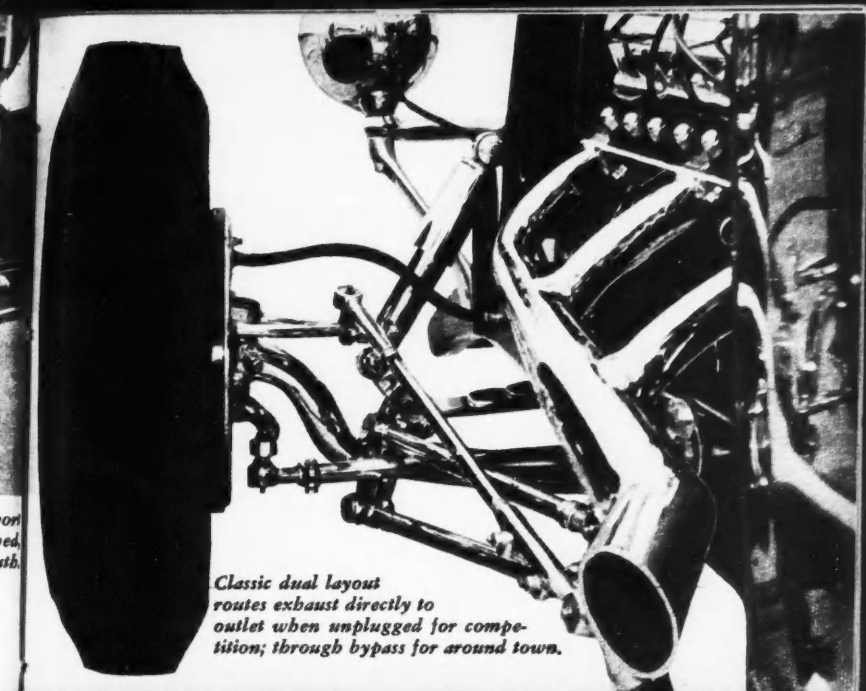


Fendered cars offer ready concealment for header bypass beneath running board pan.



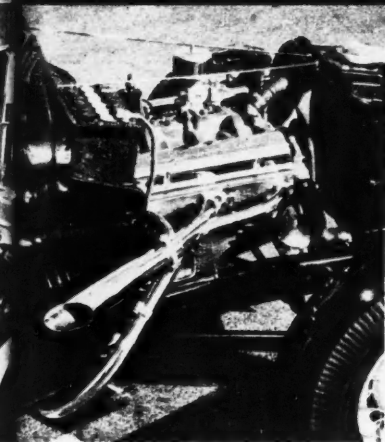
Large diameter external collector provides another place for the easily removed muffler.

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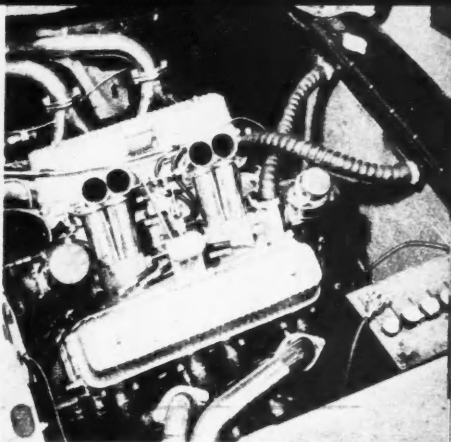


*Classic dual layout
routes exhaust directly to
outlet when unplugged for compe-
tition; through bypass for around town.*

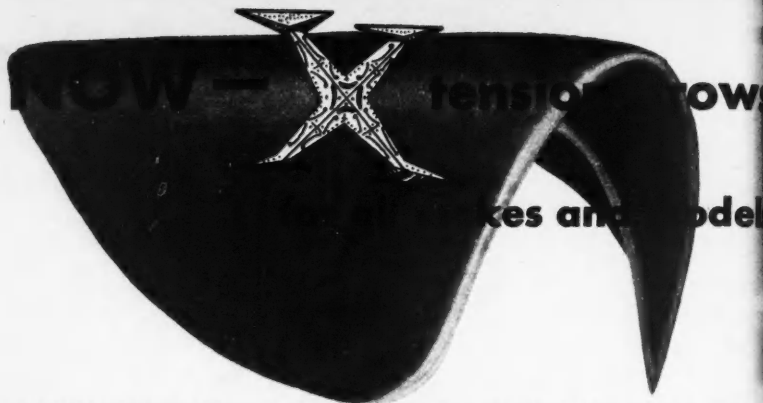
APPEARANCE AND EFFICIENCY



*Another variation is flange that may be
clipped, or used for extension mounting.*



*Hedman "Hedders" feature 180° firing
order; may use same arrangement as at left.*



BASICALLY, THE LATE "X-tension Brows" made by the California Custom Accessory Manufacturing Company, are designed to fit only the '49-'51 Fords and '53-'54 Chevrolets. What many custom enthusiasts don't realize is that this widely accepted hooded headlight shade can be easily modified to fit on just about any make or model, providing the car possesses early model fender styling (earlier than '55). Alterations consists of merely trimming the "X-tension Brow" to fit any model fender, which is accomplished easily with a pair of tin snips. One item of importance; before ordering takes place, is the selection of what type "X-tension Brow" you should purchase. As we mentioned earlier, there are two models; one designed to fit '49-'51 Fords and the other '53-'54 Chevrolets. If your car possesses a fender line similar to that of the '49-'51 Ford which has a considerable amount of taper from the top of the fender down over the front to the edge of the headlight rim, then the Ford model is for you. If your car's front fender style is closer to that of the '53-'54 Chevrolet which has a very moderate amount of fender curvature to the edge of the headlight rim, then you should ask for the Chev model. With these two items in mind, all that is necessary for you to do to come up with a very stylish headlight shade for your own car is to follow through on the following photo story for the completed job. If your local automotive accessory store does not stock the \$19.95 per pair "X-tension Brows," then direct your inquiries to Eastern Auto, 3319 CC South Grand Avenue, Los Angeles 7, California.

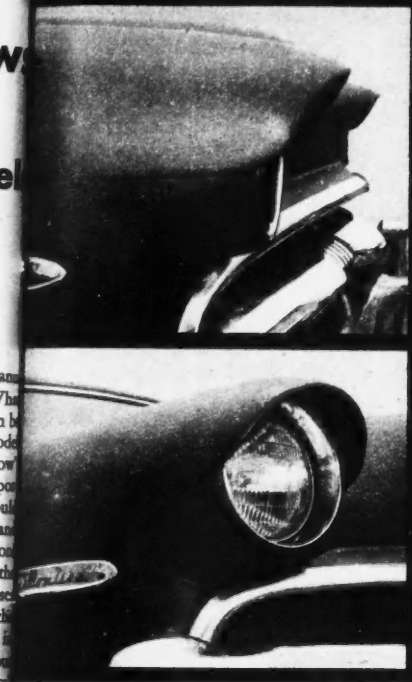


1. When using the "X-tension Brow," rims can either be frenched in or left stock.



2. Story features frenched rims. Remove rims and bucket. Trim bucket as shown. The side

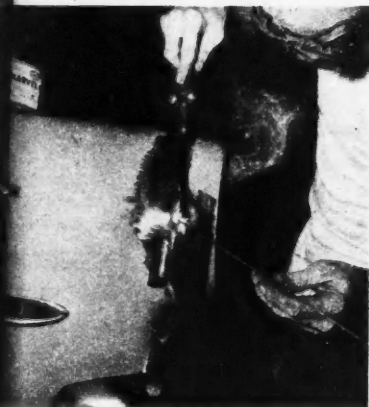
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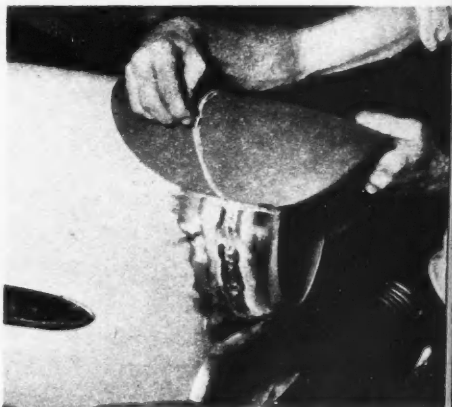
ACCESSORY OF THE MONTH



Photos by George Barris



Mount headlight unit from underneath the side of fender. Braze rim to the fender.



4. "X-tension Brow" is placed in position and scribed off for trimming alterations.

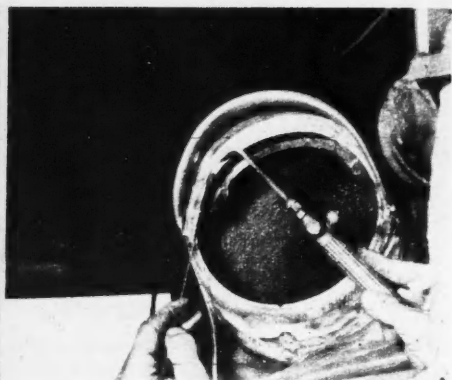
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5. Tin snips are used to trim "Brow" to the correct size. Inside lip is also trimmed.



6. After correct fit is achieved, "Brow" is solidly brazed to the fender and



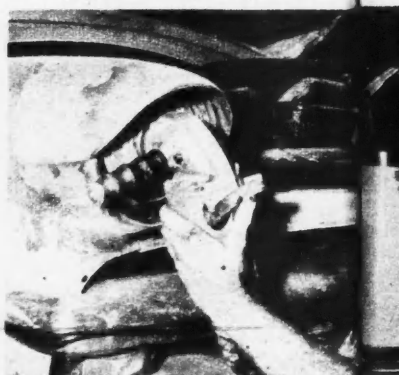
7. Underneath side of the "Brow" is then also brazed securely to the headlight rim.



8. Low spots and warped areas are worked out to perfection using dolly and hammer.



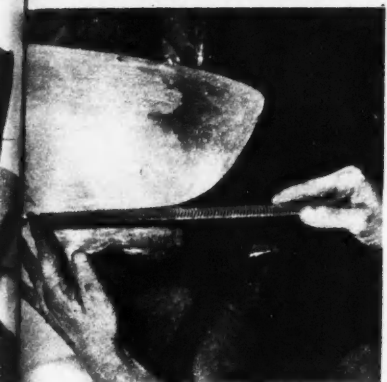
9. An electric grinder is employed to grind surface smooth and remove paint.



10. Underneath side is given same grinding treatment, smoothing the brazed area.



11. All brazed areas are now thoroughly cleaned with rotary brush and hand drill.



13. A vixen file is now used to file the surface to perfection. Check the side peak.



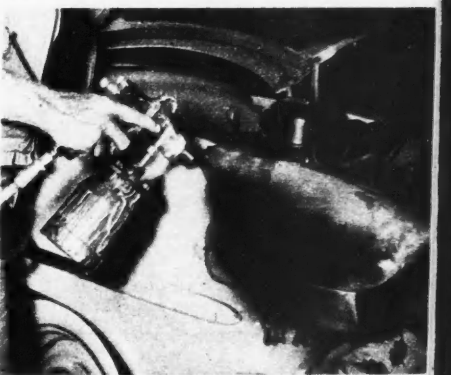
15. Apply metal prep to surface and wipe dry. Next, apply wax and grease remover.



12. Tin the surface thoroughly. Melt stick lead onto fender spreading with a paddle.



14. The bare metal surface is now sanded. Feather-edge all the surrounding paint.



16. Prime fender, blocksand, then apply finish coat. Insert headlight from rear.

HOTTEST ACCESSORY BUYS for 57 from J.C. WHITNEY & CO.

New Cruiser Fender Skirt
A new concept in fender skirts.

Used to cover the fender and give body lines a finished appearance. Fits all cars. Price \$14.95. 10" Long - 14" High.

Electric Push Button Door Kit

Complete kit with all necessary parts including two door buttons, wiring, and instructions. Fits all cars. Price \$14.95.

Steel Venetian Blinds

One month's trial. 39 to 37. Very easy to install. All steel parts handcrafted. Beautifully finished. Fits all cars. Price \$28.95.

Mellow Tone Fiber Glass Pushers

Increases horsepower. Increases torque. Fits all cars. Price \$3.95.

New Exhaust Cut-Out

Exhaust valve is closed. Can be used in restricted areas. Fits all cars. Price \$28.95.

Timing & Octane Selector
With Spark Inductive Light

With this dash mounted selector you can time your engine and select the octane of the fuel. Fits all cars. Price \$6.95.

Star Fire CAP SPINNER

Spins the cap. Fits all cars. Price \$3.95.

Lowering Block Kits

Blocks. 1/2" and 3/4" thick. Fits all cars. Price \$2.49.

With Fiberglass Customizing Kits

Complete kit with all necessary parts. Fits all cars. Price \$5.75.

Timing & Octane Selector
With Spark Inductive Light

With this dash mounted selector you can time your engine and select the octane of the fuel. Fits all cars. Price \$6.95.

Star Fire CAP SPINNER

Spins the cap. Fits all cars. Price \$3.95.

Oil Drain Reactor Plug

Reacts with oil. Fits all cars. Price \$3.95.

With Fiberglass Customizing Kits

Complete kit with all necessary parts. Fits all cars. Price \$5.75.

Carburetor Air Cleaners

For 57, 58, and 59. Fits all cars. Price \$4.95.

Custom Grille For 56 Chev

Handmade. Fits all cars. Price \$22.95.

Dual Rear Seat Speaker Kit for Convertibles and Station Wagons

Complete kit with all necessary parts. Fits all cars. Price \$22.95.

With Fiberglass Customizing Kits

Complete kit with all necessary parts. Fits all cars. Price \$5.75.

DUPLI-CHROME

For 57, 58, and 59. Fits all cars. Price \$4.95.

Plastic Steel 80% Steel-20% Plastic

Applies like paint. Fits all cars. Price \$4.95.

Manual Trunk Kit

Complete kit with all necessary parts. Fits all cars. Price \$2.25.

With Fiberglass Customizing Kits

Complete kit with all necessary parts. Fits all cars. Price \$5.75.

Dual Exhaust Systems



Our best quality Engineered Dual Exhaust Systems designed for maximum performance. They double the flow of exhaust gases, removing them more rapidly from the engine, increasing power and acceleration. Each set engineered for a specific engine and car. Dual exhausts are available for stock and modified cars. Order yours today. Best price guaranteed. No profit. Satisfaction.

Car & Year	Set	Price
Chevrolet V8	1956-1957	\$19.95
Chevrolet V8	1958-1959	\$24.95
Chevrolet V8	1960-1961	\$29.95
Chevrolet V8	1962-1963	\$34.95
Chevrolet V8	1964-1965	\$39.95
Chevrolet V8	1966-1967	\$44.95
Chevrolet V8	1968-1969	\$49.95
Chevrolet V8	1970-1971	\$54.95
Chevrolet V8	1972-1973	\$59.95
Chevrolet V8	1974-1975	\$64.95
Chevrolet V8	1976-1977	\$69.95
Chevrolet V8	1978-1979	\$74.95
Chevrolet V8	1980-1981	\$79.95
Chevrolet V8	1982-1983	\$84.95
Chevrolet V8	1984-1985	\$89.95
Chevrolet V8	1986-1987	\$94.95
Chevrolet V8	1988-1989	\$99.95
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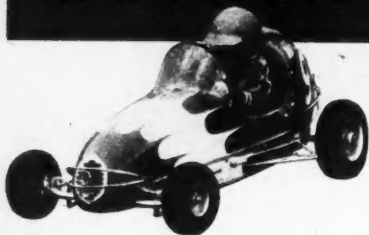
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WHAT'S YOUR PROBLEM



By Bob Pendergast

GEARING FOR GO

Dear Bob:

I have a full-house Merc flathead to be stalled in a '34 Ford coupe, so I thought better dig the latest know-how on gearing rear-end and trans. Could you tell me the best for street use, plus the "Sunday "bash?"

— Douglas Sneesby,
Casper, Wyoming

I must presume that by full-house you mean your under-head-valve Merc has been given the full treatment, including going all the way to increased bore and stroke. If this is the case, sufficient low-speed torque should be available to use just two gears for covering the standard start quarter mile in a hurry. A gas-burning flathead of large dimensions and properly geared for the course should pull your medium-weight (approx. 2500 lbs.) coupe up to a terminal speed of 100 mph in the quarter. To turn 6,000 rpm at the end of the strip, which is essential to get the low-end torque needed, a final-drive ratio of 5.60 to 1 is required. 8.00x15 slicks or tires of equivalent 31" diameter are used. A 5.60 ratio ring and pinion, available, would be expensive and impractical for street use—but—use of 26 tooth "Zephyr" gears in your transmission (relation to direct speed 1.576) and the 3.54 ring and pinion made by Ford for the '34 will give you approximately 5.60 to 1 when running in second. The trans-rear end combo would allow you to be geared properly for the drags, and practical for road use.

WHY NOT A "Y"

Dear Bob:

I want to install dual carbs on my '32 Ford 8. I have made a "Y" adaptor and am wondering if I will gain any power or not?

— Bob Townsend,
Castlegar, B.C., Canada

Unfortunately a "Y" adaptor on a stock manifold provides only the bad part of dual carburetion, and none of the good. Doubling the available venturi area on an otherwise stock induction system cuts the velocity through the venturi at any given engine speed or load in half, resulting in decreased low-speed torque. With a single dual intake manifold, this loss is offset by a positive torque gain in the upper rpm range, which means more useable horsepower available since horsepower is merely an arbitrary measurement of torque multiplied by rpm through a factor. With a "Y," you get the loss at the bottom, but not the gain at the top, because you really aren't opening up the engine to the surrounding atmosphere as you are with a properly designed manifold, but instead, merely throttling more carburetion onto a system of plumbing already barely adequate to handle what has been provided originally.

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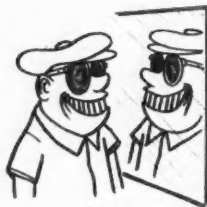
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By Carl Kohler

WHAT'S YOUR PROBLEM? continued

AFTER CARBS WHAT

Dear Bob:

I have a '52 Chev with triple carburetors, but it doesn't seem to help much. What can I do to get the full effect from them?

—Tony Conger,
Shelbyville, Indiana

Since you don't mention any additional speed equipment, we'll assume the remainder of the engine is stock — and in good condition. Three carburetors are one too many for a stock Chev 6, unless they are smaller than those usually employed. To take advantage of your present carburetors and manifold set-up, you must increase your engine's demands for fuel-air mixture throughout the entire rpm range. The only way to do this is to increase its cubic inch displacement. '52 Chevs have a standard bore of $3\frac{1}{2}$ ", unless Powerglide equipped, in which case they are $3\frac{9}{16}$ ". An $\frac{1}{8}$ " overbore in either case will increase the displacement to the safe maximum. Use of "compression raiser" pistons, available from several firms, in place of the stock placement type items provides an additional power bonus. The only alternative is to replace the triple with a dual, using two single-throat carburetors of approximately $1\frac{5}{32}$ " venturich as the Stromberg No. 380269. In any case, a set of Hi-Lift rocker arms will help increase your engine's breathing capacity and ability to take use of any additional carburetion. Installation of a set of these will provide immediate

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I have a '57 Olds Super 88 with the 277 cc engine, and would like to install the McCulloch supercharger. The advice I've been getting from different concerns is that the blowers on the market are swell for engines up to about 275 cubic inches. But mine is 371 cubic inches, and I've been told that the blower would rob me of most of power I really want. I'd sure appreciate advice on this confusing matter.

— *Howie Salzman,
Chicago, Illinois*

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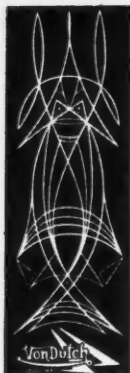
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CUSTOM QUERIES

by

Joe Bailon

BAILON'S
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'47 CHEV PROBLEMS

Dear Joe:

I am in the process of customizing my '47 Chev ragtop and I would like to replace the trunk lid hinges with a type that fit inside the trunk compartment. Could you tell me what type of hinges I could use? Also I would like to lower the rear of the car a conservative amount utilizing standard lowering blocks. What size do you suggest for street use? Also with lowering the rear of the car I am also planning on using smaller tires up front to make the car appear level. Could you tell me what tire size to use, or do you suggest I do it in a different manner?

—Leonard Strange
Brighton, Mass.

use '40-'41 Plymouth trunk hinges to do the job you refer to, Leonard. You can usually purchase the hinges in any auto wrecking yard for a nominal cost. In the very near future CAR CRAFT plans a story on how to do this very job, which, if you haven't already done the job, should help you and other readers who have written in for information on this type of modification. I suggest that you use two inch lowering blocks at the rear of your car, and up front, a small tire size like you plan for that level appearance. You also could employ a front end lowering kit or drop spindle supports up front, which are now sold by leading automotive accessory stores.

GRILLE FOR '49-'52 CHEVS

Dear Joe:

I have a '50 Chevrolet and would like to install a '55 Ford grille checkered center section. Would the installation be possible without too much modification? What would be the procedure? If you don't think too much of this idea, what would you suggest for a different and unusual grille piece for my car?

— J. Dingle

Tormey Crockett, Calif.

don't think you would be happy with the '55 Ford grille assembly in your Chev, Mr. Dingle, don't think this component would lend itself to the opening. I suggest that you install a '55


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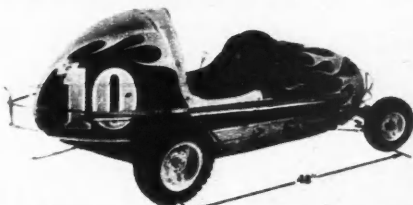
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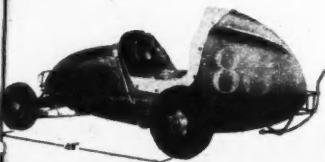
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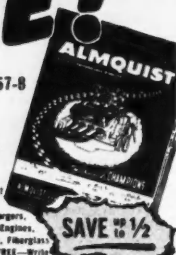
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CUSTOM QUERIES continued

Chevrolet grille assembly in your '50 Chev. look like, turn to page 46 of this issue. CRAFT did a step-by-step story on this installation in the July '56 issue. The issue is available and can be ordered by sending twenty-five cents, specify issue, to our Book Issue Department.

HEADLIGHT HASSELS

Dear Joe:

Please explain to me how I can french the headlights on my '50 Ford, utilizing the stock rims, and still be able to remove and replace the seal beam unit if necessary?

—Harold Clark
Kingsville, Texas

First remove the complete headlight unit and insert it from the rear of the opening, from underneath the fender. Trim approximately 1/2 inch off the back edge of the stock headlight rim then place rim into position and tack weld it to fender. Finish rim to fender by brazing seam solid. Grind surface smooth with an electric grinder, tin, lead, then finish surface to perfection with vixen file. The seal beam units may be changed at anytime, but must be removed and reinstalled from the rear of the headlight opening underneath side of fenders.

COMING ATTRACTION

Zeroing-in her movie camera, saucy Shirlee Beck of Los Angeles previews a feature in your next Car Craft you won't want to miss — "Make Your Car a Movie Star!" Coming-up in the very next issue, this article will reveal the fascinating story of how owners of customs and rods everywhere can get the recognition their cars deserve through the mediums of motion pictures and television. Your own unusual rod or custom can make the grade — you'll find out how when you read all about it in the August Car Craft, on sale July 10.

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